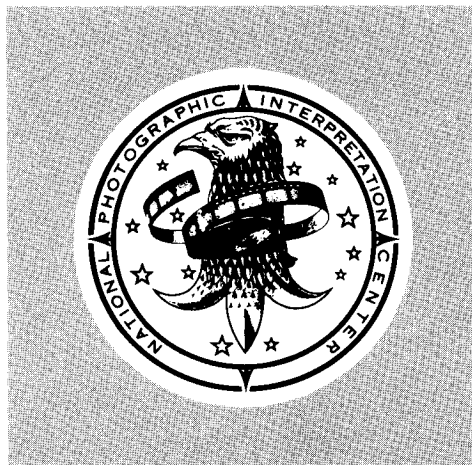


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**NATIONAL PHOTOGRAPHIC
INTERPRETATION CENTER**

Summary Report

NEW ROAD AND RAIL LINE CONSTRUCTION IN POLAND AND CZECHOSLOVAKIA (S)

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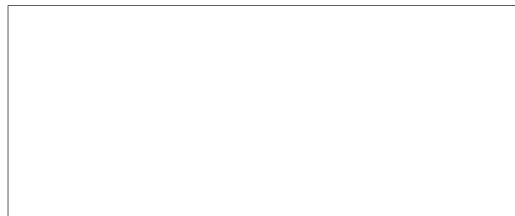
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MEMORANDUM FOR: Recipients of Z-10005/78, SR-013/78,
New Road and Rail Line Construction in Poland
and Czechoslovakia (S)
Summary Report
Dated February 1978

SUBJECT : Replacement of front cover and pages 1 and 2

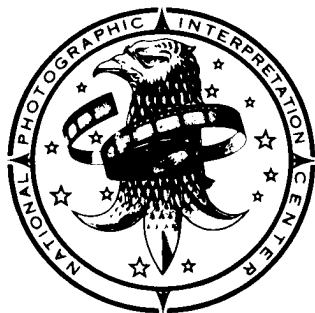
Please replace the front cover and pages 1 and 2 with the attached.

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Summary Report

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NEW ROAD AND RAIL LINE CONSTRUCTION IN POLAND AND CZECHOSLOVAKIA (S)

(S/WNINTEL) Recent road and rail line construction in Poland (Figure 1) indicates that emphasis is being placed on the economic development of the south-central industrial region in that country. Two significant developments in Poland during 1976 were the completion of the first north/south expressway (from Warsaw to Cieszyn) and the construction of a short rail spur from the Warsaw/Skierniewice/Czestochowa/Katowice rail line to serve the new Belchatow coal mining and power generation complex.

(S/WNINTEL) In late 1977 progress was continuing on two new rail lines. that track had been laid on the Warsaw/Katowice rail line within 15

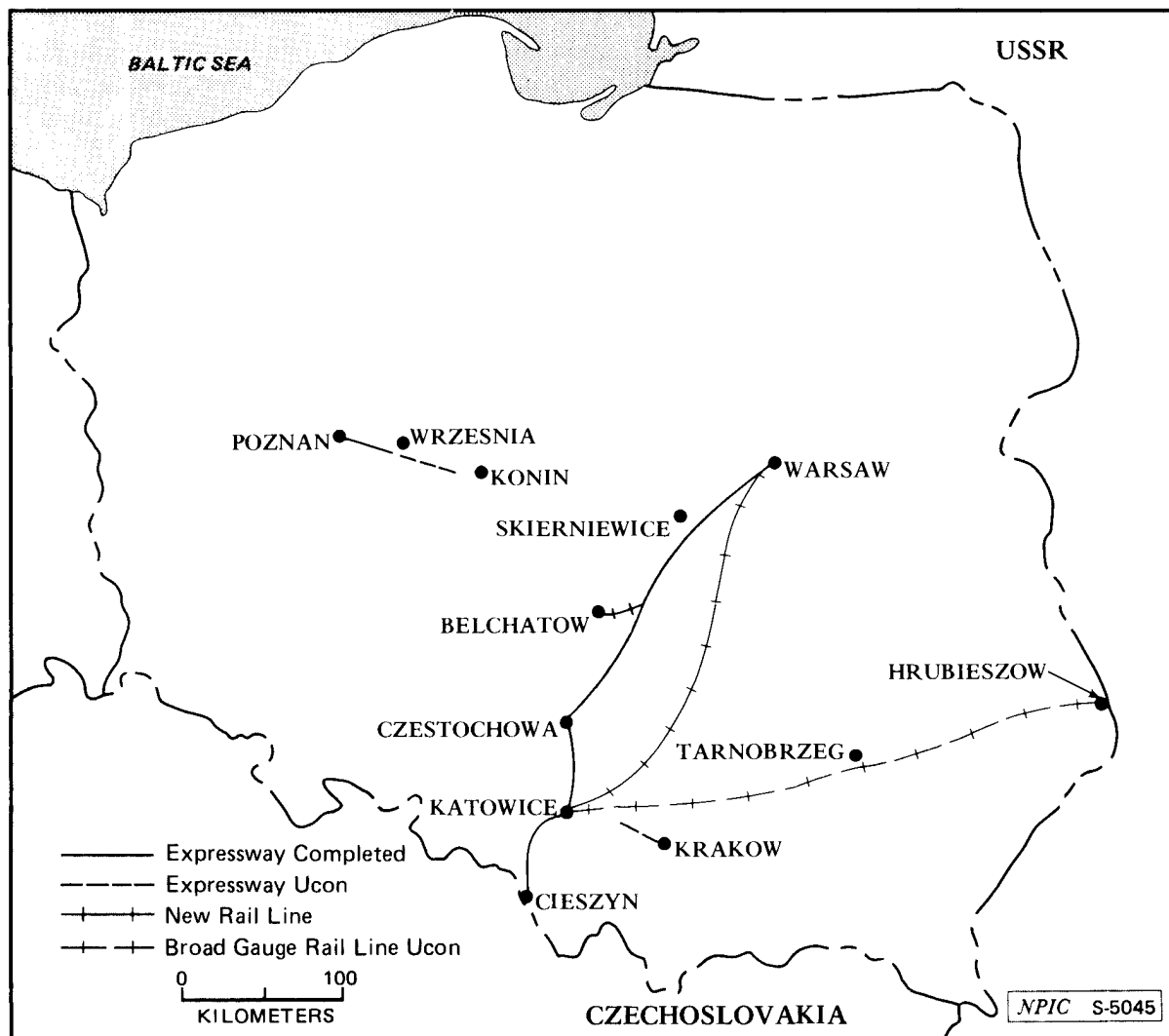
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FIGURE 1. ROAD AND RAIL LINE CONSTRUCTION IN POLAND

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kilometers (km) of its junction with the Warsaw/Skierniewice rail line. Farther east, construction continued on the first broad-gauge rail line to extend into Poland from the Soviet Union. Construction on a bridge over the Bug River at Hrubieszow was underway [redacted]

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[redacted] Work was being done on the abutments, but no spans supporting the new rail line had been erected.

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(S/WNINTEL) On the Soviet side of the Bug River, a new 30-km-long rail line will extend from the Polish border to Vladimir Volynskiy in the Soviet Union. This rail line intersects a route extending north to Kovel and south to Lvov. Some track has been laid, but most of the right-of-way was still being prepared.

(S/WNINTEL) [redacted] covers the distance between Tarnobrzeg and Hrubieszow. Rail line construction along this route is intermittent and generally not well advanced. Imagery of late 1977 is not available to determine the status of the rail line from Tarnobrzeg to Katowice. Though it is touted as being the "metallurgical-sulfuric" rail line that will bring Soviet iron ore to the new Katowice steelworks and return sulfur to the Soviet Union as early as 1979, it could also help Soviet military units to rapidly enter Poland without having to switch railroad gauges.*

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(S/WNINTEL) New expressway construction in Poland is limited. [redacted] construction was observed on a strip extending approximately 28 km from Balice Airfield near Krakow. [redacted] the four-lane, divided highway already in use from Poznan to Wrzesnia was being extended 40 km to the Warta River just southwest of Konin. Construction on both expressways was in the early stages and involves mainly initial grading work.

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(S/WNINTEL) A review of imagery of Czechoslovakia [redacted] showed that construction on the expressway between the republic capitals of Prague and Bratislava was continuing (Figure 3). Approximately 137 km of this four-lane, divided highway have been completed and 158 km were in various stages of construction. Twenty-one interchanges were completed and ten were under construction along this route.

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(S/WNINTEL) Construction on the 13-km-long strip (item 1, Figure 3) was almost complete. Two lanes of the road are open. A 50-km strip (item 2) was in the early stages of construction. Bridges, culverts, and interchanges were being built and vegetation was being cleared from the right-of-way near Humpolec (Figures 4 and 5). The 90-km-extension from Brno to Malacky was also in the early stages of construction. Although most of the right-of-way has been graded, surfacing had not begun here.

(S/WNINTEL) Expressway construction between Prague and Mlada Boleslav was observed on imagery of 6 October. A strip of roadway approximately 12 km long was completed and 22 km were under construction. Two interchanges were completed and three were under construction.

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*CIA/OSR/SF/C 6 878 0282 77, *New Railroad Line*, 13 Oct 77 (UNCLASSIFIED)

Osnos, Peter. "The Polish Road to Communism", *Foreign Affairs*, Vol 6, No 1, p 210 Oct 77 (UNCLASSIFIED)

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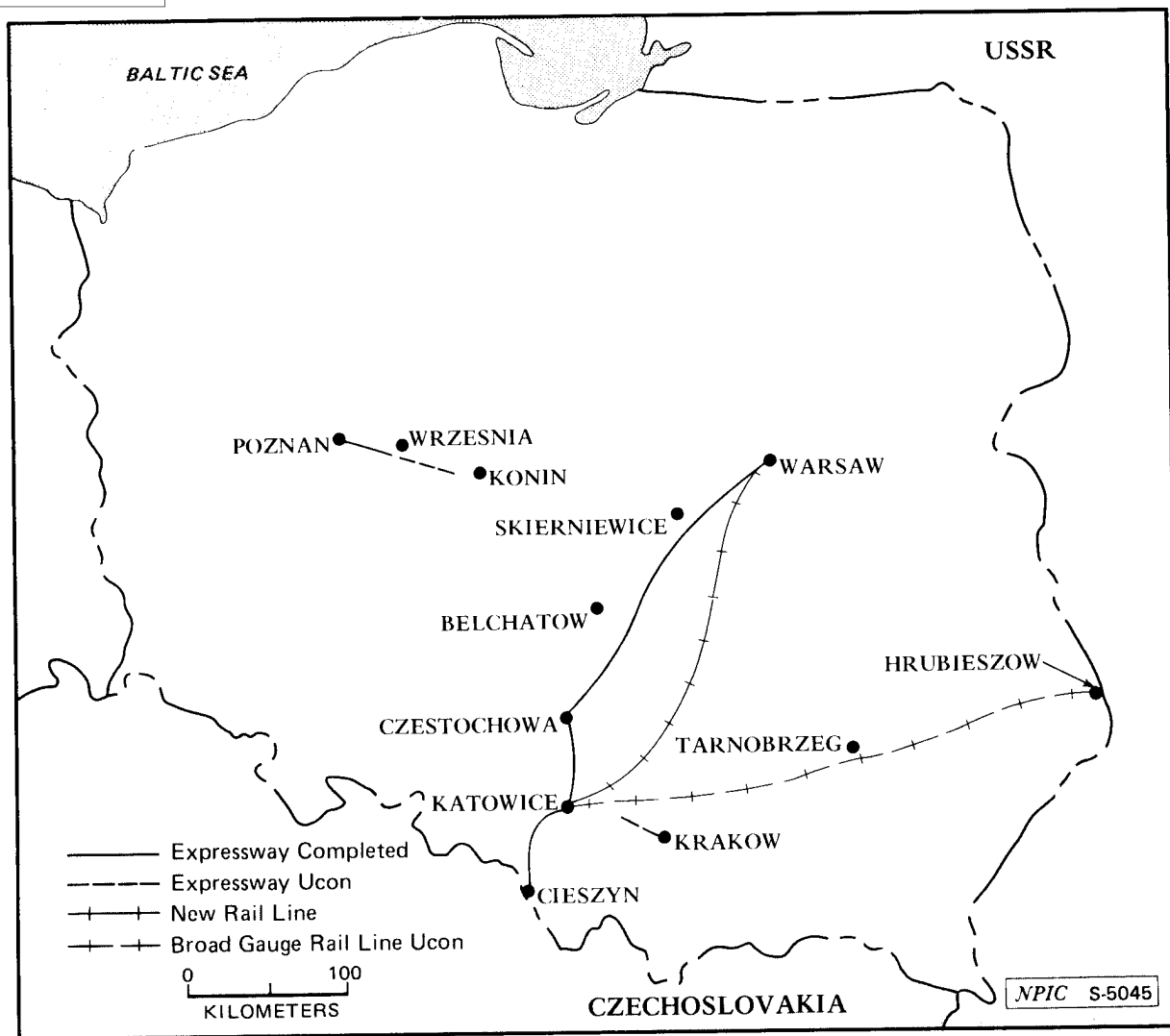


FIGURE 1. ROAD AND RAIL LINE CONSTRUCTION IN POLAND

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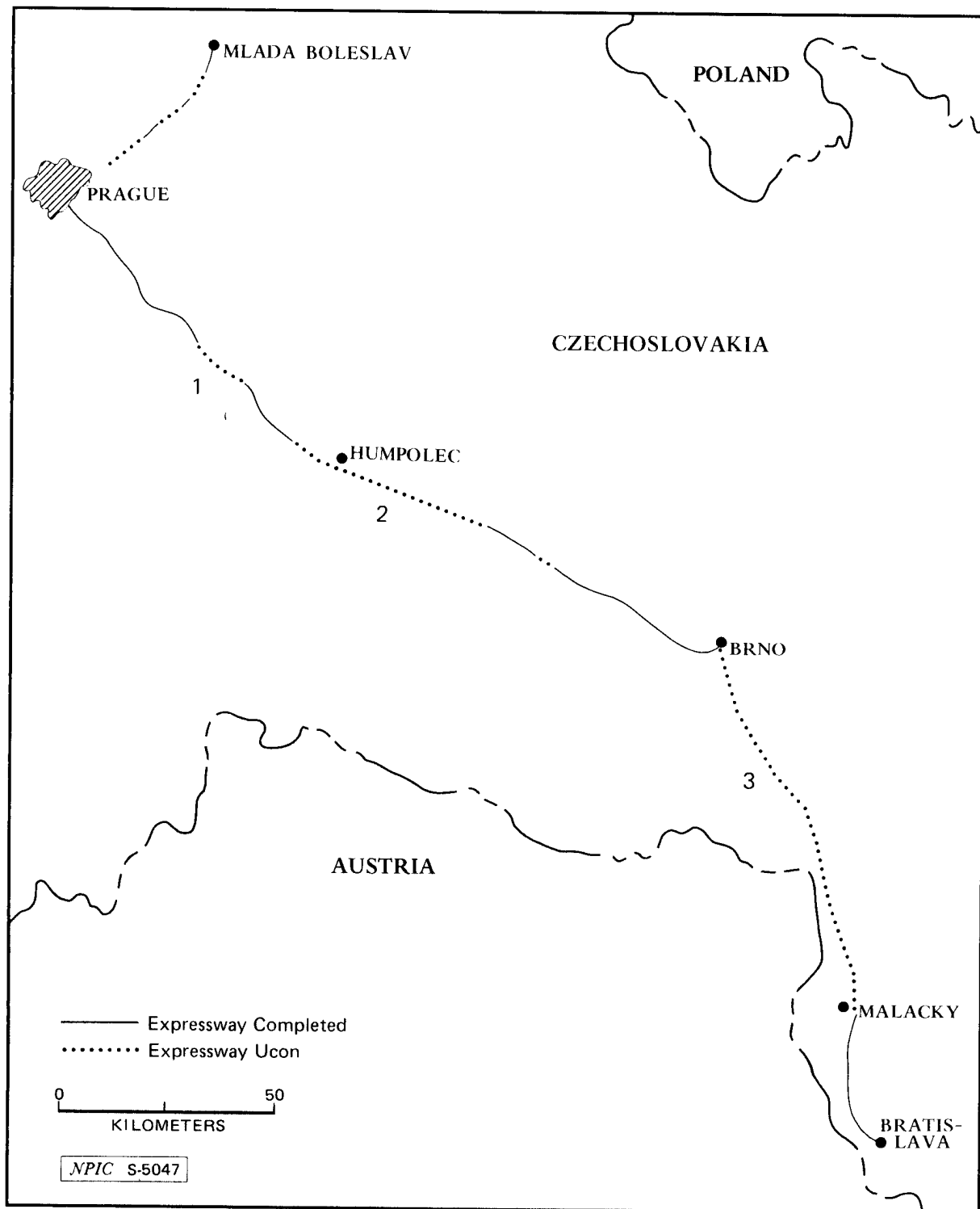


FIGURE 3. EXPRESSWAY CONSTRUCTION IN CZECHOSLOVAKIA

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